



Desiro HC Rheintal Los1

**Electrical multiple units for
the State of Baden Württemberg**

Beginning in 2020, DB Regio AG will operate its Rhine Valley rail network in southwest Germany exclusively with new trains supplied by Siemens. The mass transit arm of Deutsche Bahn has ordered a total of 39 regional trainsets specifically for this purpose. The order comprises 15 Desiro HC and 24 Mireo trains.

The Desiro HC will operate as a regional express along the Karlsruhe – Offenburg – Freiburg – Basel route.

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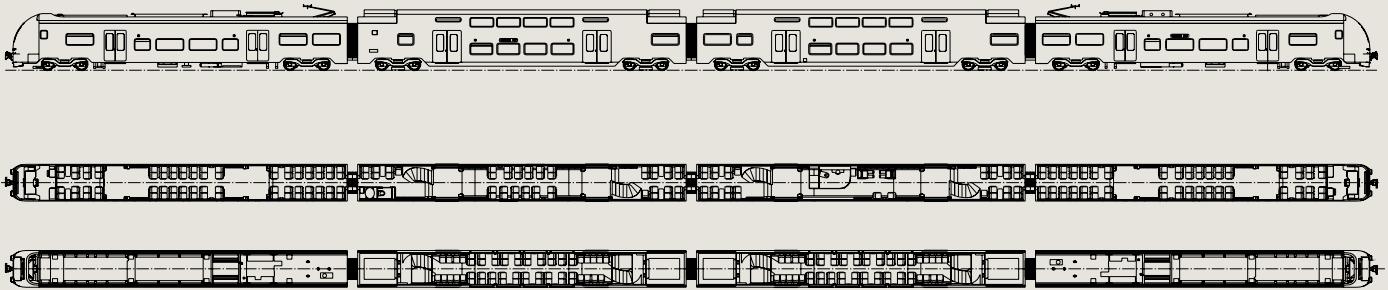
The Desiro HC is designed as a four-car electrical multiple unit. The combination of single-deck tractive units and double-deck trailer cars will achieve higher passenger capacities, while arranging the major components on the roof of the end cars will facilitate maintenance and also help create more usable space inside the cars. By making full use of the vehicle gauge profile (EN15273-2, line DE2), more head and shoulder room is provided for passengers in the upper deck. Generous entry areas with wide access doors also enable rapid and safe boarding and exiting.

Interior design

The interior construction and attractive design give the train a feeling of spaciousness, comfort, and safety. Contributing to this are the pleasant lighting and appealing, timeless color schemes.

Energy savings

A range of technical facilities help the drivers save energy.



Technical data

Wheel arrangement	Bo'Bo'+2'2'+2'2'+Bo'Bo'
Track gauge	1,435 mm
Maximum speed	160 km/h
Traction power	4,000 kW
Starting acceleration	up to 1.1 m/s ²
Power supply	15 kV AC / 16.7 Hz
Seats	410
Length of train	105,252 mm
Access height	760 mm (end car) and 550 mm (middle cars)
Width	2,820 mm
Car length	26,226 mm (end car) and 25,200 mm (middle cars)
Weight	200 t
Crash-worthiness	TSI and EN 15227-compliant
Operating temperature	-25° C to +45° C (class T3 as per EN 50125-1)

Traction system

The Desiro HC Rheintal has an efficient traction system with traction power of up to 4,000 kW. With eight driven axles, this power can be transmitted even with a low friction coefficient, thus ensuring good dynamic performance.

Vehicle communication infrastructure

The vehicle's communication infrastructure systems, Train Control Network (TCN) and Train Operator Network (TON), are Ethernet-based and form the basis for a service-oriented architecture (SOA) and communication. Our customers benefit from the Ethernet-based vehicle infrastructure in the form of state-of-the-art technology, while passengers benefit from the latest high-resolution CCTV and an innovative infotainment system.

Vehicle details:

- High-quality, timelessly elegant atmosphere in the interior fittings
- 16 comfortable, adjustable seats in first class, including fold-away tables
- WiFi and outlets throughout the train
- Double traction
- One standard restroom in a middle car
- One universal restroom in a middle car
- Barrier-free access in the end cars for passengers with wheelchairs or strollers
- Space for up to 41 bicycles
- LED lighting throughout the vehicle
- Energy-optimized air-conditioning control based on passenger numbers
- Air-suspended motor and trailer bogies from the SF 100 and SF 500 family
- Innovative infotainment system
- High-resolution CCTV cameras
- Ethernet-based train control and train operator networks

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